

Marsh Road Parking & Marsh Road Class VI or Trail.

The following information is from John Wallace for the Board:

Stonehouse Forest Parking

- The Recreation Plan is being written now and a draft will be available very soon.
- Two small (6-12) car parking areas are planned on the SELT Forest property. One provides access to the northerly half of the property. Entrance to it is off of Rte 9 just north of Hearthside Dr. The second is on Merry Hill Rd. about 1/2 mile south of Marsh Rd. NH DOT permits may be required for the Rte. 9 lot and planning board approval or review may be necessary for both.
- It would be advantageous to have additional centralized parking for 6-12 cars. The town-owned .25 acre lot at the intersection of Rte. 9 & Marsh Rd. would be ideal. A culvert near the entrance and several loads of processed gravel would be required to upgrade the site for seasonal parking. A NH DOT permit might be required as well as planning board review and possibly approval. Improving this parking will also improve access to Marsh Rd which may result in an increase in 4x4 and OHRV use of the road.
- SELT is also improving parking and emergency access at Stonehouse Pond which will provide access to Stonehouse Forest as well. The distance from the Fish & Game Rd into Stonehouse Pond northeastward to Marsh Rd is approximately .6 miles. Two new parking areas and road improvements are in progress and will be completed this summer and fall. A small winter parking area suitable for about 6 cars will be installed just before the Fish & Game gate. Boulders inadvertently placed on the abutter's property by the state in the past will be moved to the boundary line and road widening on the opposite (northwest) side of the road on SELT property has already been done. This expanded parking capacity by about 6 cars. A third parking area on the northwest side of the road is being finished now where a new kiosk is located. This holds about 12 cars and provides emergency vehicle turn around. The snow machine trail on the north side of the road is being relocated at the same time.

Marsh Rd. Class A Trail

- Marsh Road is a Class VI Rd. that extends from Rte. 9 to Merry Hill Rd. The road is approximately 2 miles in extent. Several houses exist on the southeast end of the road, the furthest being approximately .7 miles from Merry Hill
- Marsh Rd was surveyed in part by SELT for the Stonehouse Forest project. The roadway along the SELT property is 3 rods wide.
- The block of land framed by Route 9 on the west, Swain Rd on the north, Merry Hill and Young Rds. to the east and the Nottingham Town line to the south is the largest unfragmented block of open space left in Barrington. Marsh Rd is really just a wide woods path here and as such isn't considered a motor vehicle travel way. The existence of the large unfragmented block of open space is one of the key wildlife habitat features of the Stonehouse Forest and is a key reason that people in the region and particularly Barrington invested more than \$3 million in its permanent conservation. Upgrading Marsh Rd would have considerable permanent negative impacts on wildlife and completely change the experience of visiting this property.
- Upgrading Marsh Rd. would be extremely expensive and it may be difficult to adhere to the current road location. Ledge, steep drop offs, wetlands and a large beaver pond that extends cross the road for about 250 feet are major impediments.
- Designating the westerly 1.3 miles of Marsh Rd as a Class A Trail would allow the town to legally gate and lock access at each end thereby prohibiting unauthorized vehicular access. *What does the Board wish to do?*

Discussion on NHMA Legislative Policy Recommendations: The Board traditionally appoints one of its members to go to the voting session September 14 and gives broad guidance on these policies. *What does the Board wish to do?*

Recommendation of Anne Melvin to DES for appointment to Isinglass River Local Advisory Committee: *What does the Board wish to do?*

Swain Road: Legal answer regarding question raised at last meeting: “The town has no duty to maintain a Class VI highway, even if that road provides access to a town recreational facility. There is a species of road called Class III-a that

provides access from an existing state highway to public waters in the state. RSA 229:5, III-a. This type of recreational access road only applies to state roads and highways, not town roads and highways. Furthermore, towns are only allowed to spend town appropriations on Class V roads. RSA 231:59. Indeed, towns have no duty of care to construct, maintain or repair Class VI highways. RSA 231:93. The Select Board does have the authority to declare the section of Class VI road an Emergency Lane to permit the town to carry out such repair and maintenance as deemed necessary by the Select Board. RSA 231:59-a.”

Reminder the four options are basically (some sub-options)

1. Do nothing since it is a Class VI Road
2. Go to Town Meeting to obtain the funding and to make it a Class V road
3. A Betterment Assessment whereby the property owners (including the Town) pay their share over a 10 year bond repayment. A Town Meeting vote would be required.
4. An Emergency Lane provision by which the Board could vote to improve the road based upon emergency access.

What does the Board wish to do?

Castle Rock: Map 224 Lot 60 was put up for sale. The successful bidder withdrew, forfeiting the deposit. The assessment is \$27,500. ***Does the Board wish to go to the second bidder or rebid the lot?***

2019 Budget: The Advisory Budget Committee had recommended (and the Select Board agreed making it a part of the goals before this year) to make a decision on the following budget year’s step and COLA during the summer so it was built into the budget proposals, rather than making a lot of changes at the end of the process. We are starting to work on the 2019 budget and would like to know what the Select Board wants to do. A 1% COLA is approximately \$16,200 with no step plus roll-ups. A Step with no COLA is approximately \$28,900 plus roll-ups. Step and COLA will be a little more than the two combined, area of \$45,000 plus benefit roll-ups. The Police Collective Bargaining Agreement creates an additional step, 1.75% higher than the current top step for the union. Adding an additional nonunion top step would benefit 11 employees and cost about \$5,900. Adjusting grade inequities would depend upon which positions were changed and how much. There are several related questions that I would like answered.

1. Does the Board wish to budget a 1% COLA and a step to those entitled to receive one?
2. Does the Board wish to do the same for town employees as has been agreed in the Police Collective Bargaining Agreement and create an additional step, 1.75% higher than the current top step?
3. Does the Board wish to review globally the placement of various positions on grades to adjust inequities that have been noted in the past?

How would the Board like to address the planning for budgets as regards salaries?

Information:

Police Station Expansion: Building Inspector John Huckins has recommended the Town hire the Fire Protection Engineer (probably range of \$1,000-\$1,500) first and develop the scope of work that is needed more clearly, especially the sprinkler question. Builders don't know how to price it with that much uncertainty. I recommend the Board pull the RFP back, hire the Fire Protection Engineer, see what needs to be done and then reconsider whether we want to oversee the work ourselves or bid it out.

NONPUBLIC LAND HARD ROCK, Personnel